

(ESTABLISHED 1881.)

**\$30 PER ANNUM.**  
**SINGLE COPY, 10 CENTS**

## Intimations.

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**JAPAN**  **COALS.**

**THE MITSUI BUSSAN KAISHA**  
(**ITSUI & Co.**)  
HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Nientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milko, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

SOLE AGENTS for Fujinotama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,  
Oonoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkokibara and other Coals.  
S. MINAMI, Manager, Hongkong.

**D. NOMA, TATTOOER,**  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. Mr. Noma has been in the profession for 32 years, and has been successful in his career.

Colours are absolutely fast and perfectly harmless, and produce a charming tint, not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

155

**NIKKO CO.**  
 WHOLESALE AND RETAIL DEALERS,  
 in all kinds of

**GREEN ISLAND CEMENT COMPANY**  
**LIMITED.**  
**PORTLAND CEMENT.**

JAPANESE FINE, ART CURIOS, TEA SETS, and SATSUMA WARE.  
At Moderate Prices.

Orders Promptly Executed.      ex Factory.

No. 5, ARSENAL STREET,      SHEWAN, TOMES & Co.,  
Hongkong.      General Managers.

Hongkong, 28th April, 1906.      [510      Hongkong, 30th September, 1905.      (8

**Hotels.**

**HONGKONG HOTEL**

**HONGKONG HOTEL**  
FIRST CLASS AND UP-TO-DATE.  
Military Band during dinner on Saturday Nights.  
H. HAYNES.

Hongkong, 15th March, 1966

Manager, [25]

**HOTEL CRAIGIEBURN**

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.  
For Terms, &c., apply to the  
MANAGER.

VICTORIA HOTEL,      MACAO HOTEL,  
SHAMEEN, CANTON,      MACAO, CHINA,

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

---

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS.

ORIENTAL HOTEL      OCCIDENTAL  
MACAO.      HOTEL.

**A** FIRST CLASS HOTEL situated in the  
Centre of Praya Grande with splendid  
view of the Harbour.

**EXCELLENT CUISINE.**

**LARGE AND LOFTY ROOMS.**

**MODERATE PRICES.**

Elegantly Furnished. **EXCELLENT CUISINE.** WINES AND SPIRITS of the best quality. MODERATE PRICES. **ELECTRIC FANS** TO ORDER IN

**BILLIARD TABLE, the best in the Far East.**  
**EVERY COMFORT FOR RESIDENTS AND TOURISTS.**  
 For Terms, &c., apply to—

<p>THE MANAGER. Macao, 16th October, 1904. [29</p>	<p>ELGIN ROAD, KOWLOON. Hongkong, 19th May, 1904. [2</p>
CARLTON HOUSE	KING EDWARD

<p><b>HOTELS,</b></p> <p>Nos. 8 and 10, Ice House Road.</p>	<p><b>HOTEL.</b></p> <p>A HIGH CLASS PRIVATE HOTEL.</p>
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ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE  
SPECIALITIES.  
For terms, apply to—

THE PROPRIETOR. For Terms, &c., apply to the—  
HONGKONG, 7th May, 1906. [19] MANAGER.  
HONGKONG, 4th December, 1905. [19]

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## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,353 tons ..... Captain H. D. Jones.  
 "POWAN," ..... 2,338 " ..... " W. A. Valentine.  
 "FATSHAN," ..... 2,260 " ..... " R. D. Thomas.  
 "HANKOW," ..... 3,073 " ..... " C. V. Lloyd.  
 "KINSHAN," ..... 1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons ..... Captain G. F. Morrison, R.N.R.  
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.  
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.  
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.  
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure, about 7 P.M. On Sundays, about 3 P.M. (See special Express.)

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,119 tons ..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

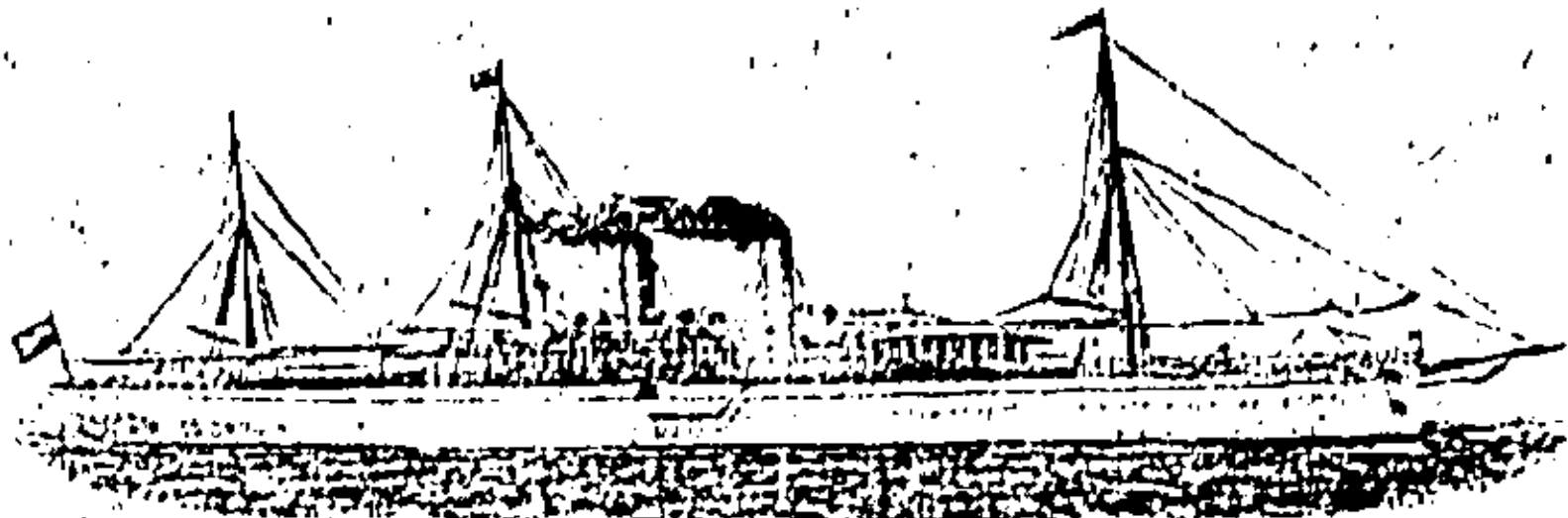
S.S. "SAINAM," ..... 588 tons ..... Captain J. Wilcox.  
 "NANNING," ..... 569 " ..... " C. Bulchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shin-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow ..... Single \$15.00. Return \$25.00.  
 Canton to Tak Hing ..... Single \$12.50. Return \$21.00.  
 Canton to Samshui ..... Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
 Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 23rd July, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER  
 "EMPRESS OF CHINA" ..... 6,000 ..... WEDNESDAY, August 1 ..... August 22  
 "TARTAR" ..... 4,425 ..... WEDNESDAY, August 8 ..... September 1  
 "EMPRESS OF INDIA" ..... 6,000 ..... WEDNESDAY, August 22 ..... September 13  
 "ATHENIAN" ..... 2,440 ..... WEDNESDAY, September 5 ..... September 20  
 "EMPRESS OF JAPAN" ..... 6,000 ..... WEDNESDAY, September 19 ..... October 10  
 "MONTEAGLE" ..... 6,163 ..... WEDNESDAY, October 3 ..... October 27

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class ..... via St. Lawrence £60. via New York £62.  
 Hongkong to London, Intermediate and 1st Class Rail ..... £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Cornhill Pedder Street and Praya, opposite Black's Pier. 13

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

## SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.  
 1st Class—Return, \$2; with Cabin, \$3.  
 3rd Class—Single, 40 cents; Return, 60 cents.  
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.  
 First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906.

## STEAM TO CANTON.

THE New Twin-Screw Steel Steamers

Tons Captain  
 "KWONG CHOW" ..... 1,309 ..... T. R. MEAD.  
 "KWONG TUNG" ..... 1,238 ..... H. W. WALKER.  
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).  
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).  
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$4.  
 Meals ..... 50 cents each.

## ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:  
 1st Class single \$1 with cabin berth ..... \$2.00  
 return \$2 ..... 3.00  
 2nd Class single \$0.80, return ..... 1.50  
 Breakfast, Tiffin and Dinner \$1.00 each.  
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 13th July, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

On WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship BAYERN, Captain Forster, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
 Shipping Orders will be granted till Noon, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 31st July.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	61. 0. 0.	44. 0. 0.	26. 0. 0.
VIA NAPLES, GENOA OR GIBRALTAR	115. 0. 0.	79. 0. 0.	47. 0. 0.
Return	68. 0. 0.	46. 0. 0.	27. 0. 0.
VIA BREMEN OR SOUTHAMPTON	123. 0. 0.	83. 0. 0.	49. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

On TUESDAY, the 31st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenaumer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return \$54.00	\$30.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.5	\$44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 15th August.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & Q. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:  
 1st Class  
 TO LONDON VIA PLYMOUTH OR SOUTHAMPTON ..... £61. 0. 0.  
 TO BREMEN ..... 63. 10. 0.  
 TO PARIS VIA CHERBOURG ..... 65. 0. 0.  
 TO NAPLES, GENOA VIA GIBRALTAR ..... 65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS

Hongkong, 23th July, 1906.

## Docks.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the Bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bldg. Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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## "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.  
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

## F. BLACKHEAD &amp; CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.  
 NO PUMPS. NO HOSE. AUTOMATIC.  
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.  
 Guaranteed to remain in working order for any length of time.  
 SIMPLEST HANDLING.

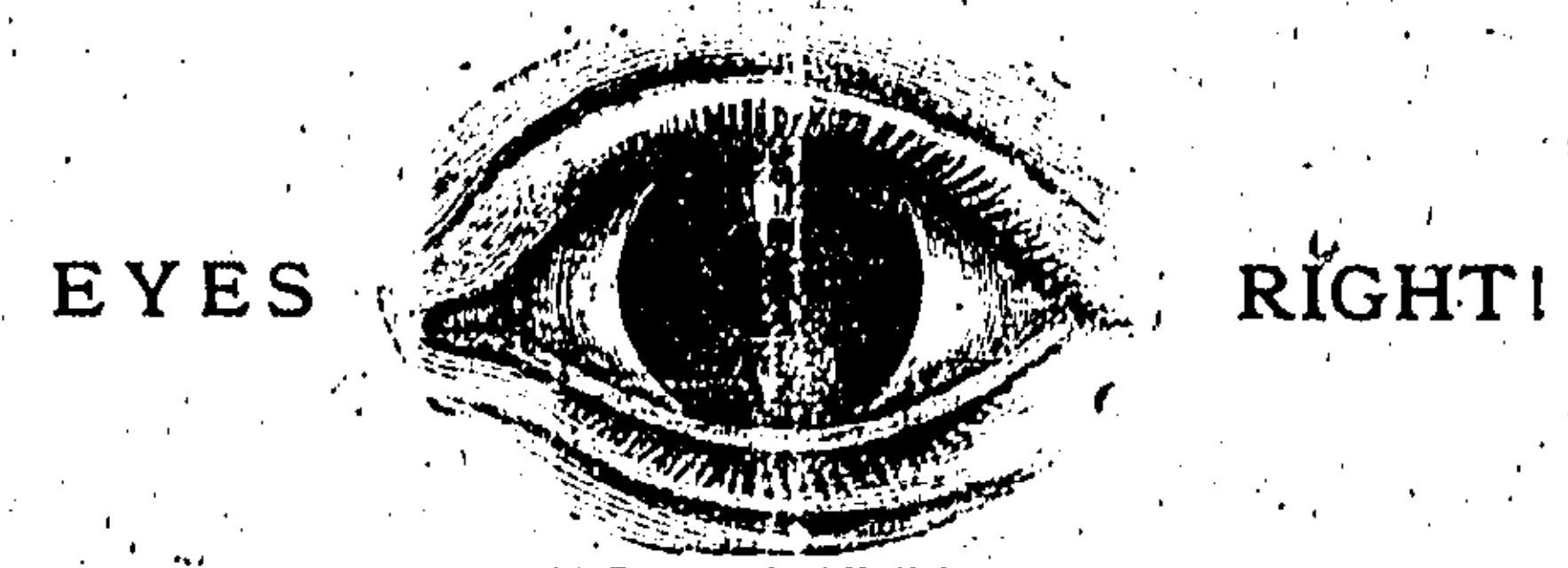
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting. Extinguishes all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.

Important Points for Consideration. Always ready for immediate use. Requires only one hand to hold. Weight only 11 lbs. when full. Maximum of simplicity and effect.

Stamford, 10th May, 1905.

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EYES RIGHT!

## N. LAZARUS, OPHTHALMIC OPTICIAN.

3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.  
 Hongkong, 27th November, 1905.

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## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."  
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.  
 THE steamers sail from HONGKONG to SAHSHUI, SHUING, TAKHING and WUCHOW. They pass through the Canton delta, and a steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
 Fares for the Round Trip ..... \$30.  
 These steamers have Excellent Saloon Accommodation and are Lighted by Electricity. For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.  
 Hongkong, 23rd December, 1905.

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## JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 10th July, 1906.

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## Intimations.

**W.M. POWELL,  
LTD.,  
GENERAL  
FURNISHERS,  
HONGKONG.**

## SOLE AGENTS

for  
Hongkong, China,  
and Japan.

## ADDISON'S

## PATENT

## PORTABLE

## SANITARY

## COMMODORE

Hermetically Sealed.

Specially adapted  
for hot climates.

## The ACME of

## CLEANLINESS.

Stocked in

Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.

Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.

Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.

Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.

Price \$14.60.

**Wm. POWELL, Ltd.,  
Alexandra Buildings,  
HONGKONG.**

Hongkong, 19th July 1906.

## Intimations.

**K. A. J. CHOTIRMALL & CO.,  
8, D'AGUIAR STREET.**

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.  
GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID) HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.  
LINEN HANDKERCHIEFS, JAVA SHIRTS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 18th May, 1906. [53]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,  
Manager.  
Hongkong, 22nd June, 1906. [71]

**F. BLACKHEAD & CO.,  
SHIP CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR  
AND GENERAL COMMISSION AGENTS.**

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION, RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS FOR  
PERFUMES, SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

REASONABLE PRICES.  
HONGKONG, 7th March, 1906. [52]

FURNITURE WAREHOUSE.

**LI KWONG LOONG & CO.,  
司公隆廣李**

CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE.

No. 35, DES VUEX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—  
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

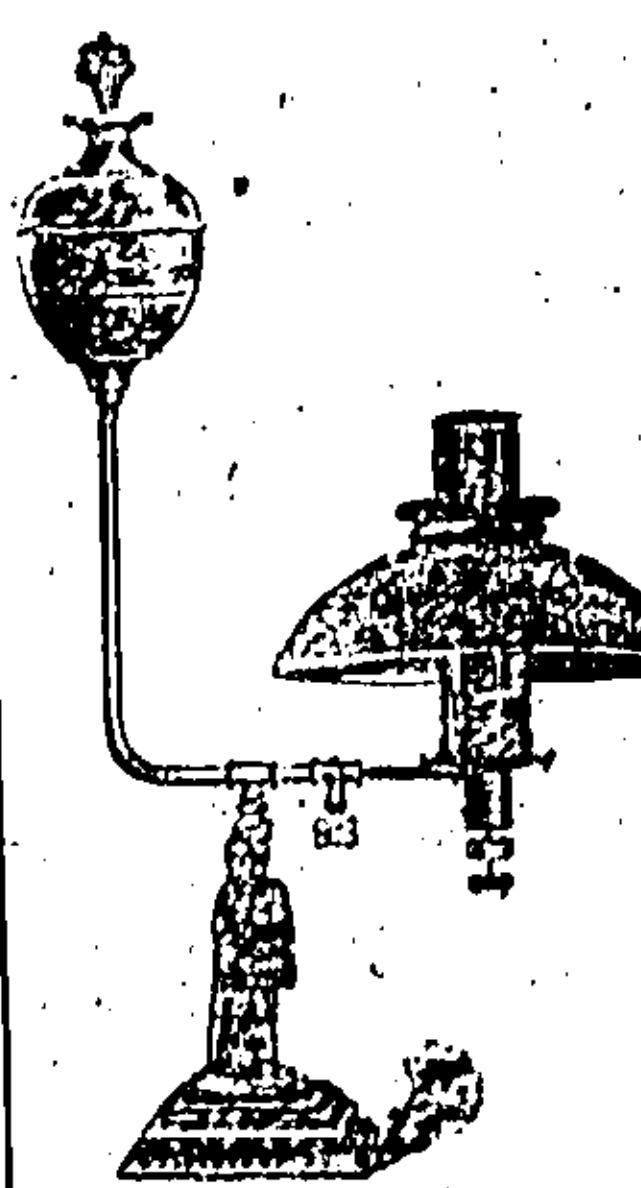
(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.  
Hongkong, 1st March, 1906. [106]

## For Sale.

## FOR SALE.



**TAI KWONG CO.,  
109, Des Vaux Road Central.  
Hongkong, 3rd July, 1906. [59]**

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by PUBLIC AUCTION,

For Account of the Estate of the late H. W. MERRILL,  
TO-MORROW,  
the 26th July, 1906, at 2.15 P.M., at No. 4, Conduit Road,

THE WHOLE OF THE HOUSEHOLD FURNITURE THEREIN CONTAINED,

ALSO PHOTOGRAPHIC CAMERAS, APPARATUS AND CHEMICALS.  
(Particulars from Catalogue).

TERMS—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 25th July, 1906. [76]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by PUBLIC AUCTION,

ON FRIDAY,  
the 27th July, 1906, at 11 A.M., at the Central Police Station's Compound,  
A QUANTITY OF UNCLAIMED AND CONFISCATED GOODS,

Comprising:—  
OLD METALS, RICE, SUGAR, CHINESE CLOTHING, CARPENTERS' TOOLS, SANDALWOOD, 200 lbs. GYPSUM, 140 lbs. RAW OPIUM, &c., &c., &c.

Also 7,000 Rounds of ASSORTED AMMUNITIONS, 40 Boxes PERCUSSION CAPS and 12 REVOLVERS.

A QUANTITY OF CONDEMNED STORES.  
N.B.—The Arms and Ammunitions can only be sold to Licensed Arms Dealers.

TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers in the Government.  
Hongkong, 24th July, 1906. [75]

## To Let.

## TO LET.

HOUSES in MORRISON HILL GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—  
PERCY SMITH & SETH,  
Accountants and Auditors, &c.,  
5, Queen's Road Central.  
Hongkong, 24th July, 1906. [767]

## TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—  
JARDINE, MATHESON & Co.,  
Hongkong, 20th January, 1906. [147]

## HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—  
THE SECRETARY,  
Hongkong Hotel Co., Ltd.,  
Hongkong, 9th July, 1906. [714]

## SHAMEN, CANTON.

## TO LET.

NO. 2, WEST END TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 5th July, 1906. [703]

## TO LET.

"HAYTOR" THE PEAK.  
Immediate Possession.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYON TERRACE.

FLATS in MORRISON TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 1st June, 1906. [71]

## TO LET.

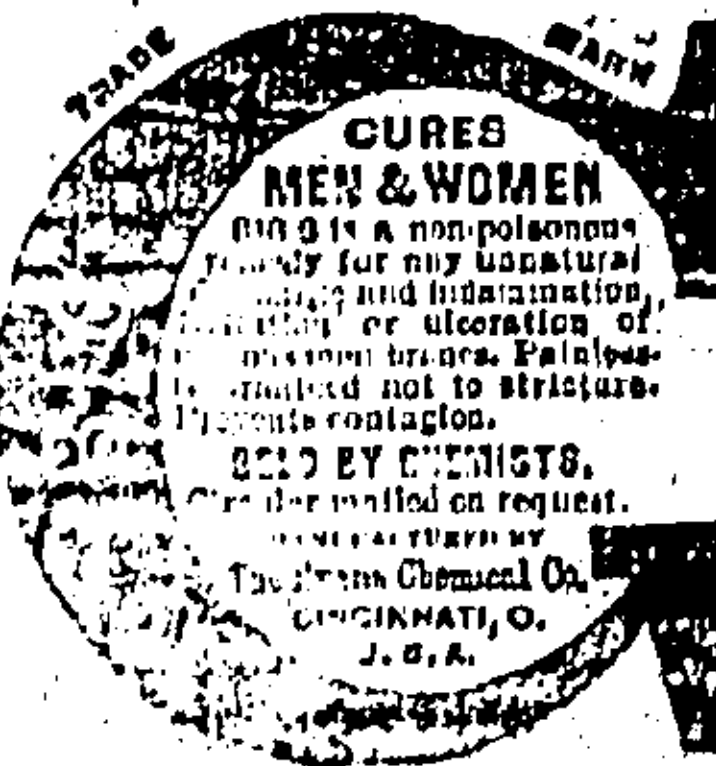
NO. 15, KNITSFORD TERRACE, KOWLOON.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 30th December, 1905. [74]

## TO LET.

NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.

Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 2nd July, 1906. [694]



## TRADE BETWEEN JAPAN AND CANADA.

## THE NEW COMMERCIAL TREATY.

The conclusion of a treaty between Japan and Great Britain enabling Canada to participate in the Anglo-Japanese Commercial Convention has elicited expression of satisfaction from the vernacular Press, remarks the *Japan Chronicle*. The *Jiji Shimpō* observes that the only British colonies that were admitted into participation of the Anglo-Japanese Convention were Newfoundland, Natal and Queensland, while other colonies and dependencies, despite the fact that some of these have close trade relations with Japan, have remained in the position of non-treaty countries. It is evident, however, that in these days of commercial activity the isolated position assumed by these colonies is in neither their own or Japan's interest. In March last year India came under the Commercial Convention and Canada has now followed. Canada, unlike India, has been known as pursuing an extreme protective policy, and though it was remedied to a certain extent by the tariff reform of 1897 her tariff still remains very high. Moreover, since the adoption of the preferential tariff as regards imports from the mother country a sort of tariff war has been going on between Canada and Germany and some other continental countries.

Hitherto it has always been open to possibility, continues the *Jiji*, that Canada may adopt protection against Japanese goods at any moment, but by her participation in the Anglo-Japanese Treaty this apprehension has been removed. There may be people in Canada who view the rise of Japan as inimical to their commercial interests, but there is little in which the interests will conflict. Canada is essentially an agricultural country from which Japan may draw her food supply, selling to her at the same time silk, tea and other Japanese products. The new arrangement will no doubt be found satisfactory both by Japanese and Canadians, and it is desirable that a similar arrangement should be made in respect to Australia, solving at the same time the immigration question in a satisfactory manner.

The *Chugai Shogyo* thinks the Anglo-Japanese alliance is the immediate cause of the conclusion of the commercial treaty between Japan and Canada and expects a similar arrangement with regard to Australia before long. Canada, in common with the mother country, showed much sympathy towards Japan during the war and this has found a practical expression in the relief of the sufferers from the recent famine in Northwestern Japan. It is to be hoped that this opportunity will be availed of to clear away the anti-Japanese feeling which may still exist in Canada. At the same time it behoves the Japanese authorities to exercise more strict control than before in the selection of emigrants destined to the Pacific Coast. There is little doubt that the freedom of travel and residence granted by the Anglo-Japanese Treaty to people of either country will be as much respected by Canadians as by Japanese. The amount of trade between the two countries is by no means large as yet, the figures for last year being only 40 million yen. In March last year a commercial treaty was concluded between India and Japan, and in the same year the trade increased to 98 million yen from 78 millions in 1904. It is desirable, concludes the *Tokyo Journal*, that a similar result should attend the Japan-Canadian trade by virtue of the new arrangement.

## JAVA SUGAR TRADE.

## A SATISFACTORY SEASON.

Mr. Fraser, the British Consul at Batavia, thus reports on the sugar trade of Java for last year:—

"The year under review may certainly be regarded as a satisfactory one. The sugar crops, it is true, was smaller than its predecessor, but against this must be placed the very remunerative prices realized by planters for this article as well as for tobacco crops, while the coffee crops also exceeded estimates. Notwithstanding the fact that the planted area was slightly larger, the 1905 sugar crop only yielded a production of 1,028,357 tons, or a decrease of 36,398 tons as compared with that of the previous year. This must be attributed to the unfavourable weather experienced during the planting season. With regard to cane diseases, Mr. Vice-Consul Rose reports as follows:—'Progress is noticeable in the endeavours made to eradicate the many diseases to which sugar cane is liable, the success in great measure being due to the process of careful selection. The best results were again obtained from the seedlings, the popularity of which increases annually. The foreign cane has fallen into disfavour, and is likely soon to be entirely abandoned, while the indigenous cane, although yielding good results, proves expensive through having to be nurtured in gardens in the hills.' As foreshadowed in my last report, the profits made by mills on the 1904 working were in most cases expended on new machinery, and the majority of the mills in Java may now be said to be up-to-date as far as installation is concerned. Many are now capable of producing, in addition to the usual quantities, superior sugar, which in shade and grain most nearly approaches the refined article, and finds a ready market in India."

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905

## Intimations.

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, Victoria, Hongkong, on TUESDAY, the 1st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 18th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted to confirmation as Special Resolutions:—

1. That the Special Resolution being, the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the 8th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said D.D. and to carry into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.  
JOHN D. HUMPHREYS & SON,  
General Managers. [748]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS of the Company will be held at the Office of the Company, Hotel Mansions, TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Acting Secretary. [749]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for the West Point Building Co., Ltd. [730]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary. [715]

HONGKONG ICE COMPANY, LIMITED.

## NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE MATHESON & Co.,  
General Managers.  
Hongkong, 19th July, 1906. [752]

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.  
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.  
Hongkong, 1st February, 1906. [180]

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON AND BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,  
No. 1 Stall, Central Market.  
Hongkong, 14th May, 1906. [561]

## Intimations.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect him against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,  
W. BOWEN-ROWLANDS,  
Secretary.  
Hongkong, 6th July, 1906. [709]

## S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. On FIRE 29th November, 1905, between SINGAPORE and HONGKONG.

A CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.  
Hongkong, 16th July, 1906. [735]

## WANTED.

BY a Young Lady a situation as TYPIST. Open for immediate engagement.

Apply to—  
"X. Y. Z."  
C/o This Paper.  
Hongkong, 11th July, 1906. [720]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemical.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pails.

Special Prices for Quantities.  
Sole Agents:—  
SIEMSEN & CO.  
Hongkong, 10th January, 1904. [62]

## THE WINE GROWERS SUPPLY CO.



HARRETTO & Co.,

General Agents, Hongkong.

## WHITE WINES.

Graves ..... \$7.00 Per Dozen Quarts.

## BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

Graves ..... \$10.00 Per Dozen Quarts.

Sauternes ..... 10.00 " "

Chateau d'Arche 20.00 " "

## BOTTLED BY

EMMEL, DESPUJOL FILS & PICQ,

BORDEAUX.

Barsac ..... \$14.00 Per Dozen Quarts.

Sauternes ..... 20.00 " "

Chateau Guiraud 20.00 " "

HARRETTO & Co.,

Agents,

Nos. 23 & 24, Bank Buildings,

Queen's Road Central.

Hongkong, 25th July, 1906. [10]



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ..... 12.00  
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ..... 13.50  
D. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule ..... 16.00

- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ..... 18.00  
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule ..... 27.00

- B, C, and D are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR VINTAGE WINES.

## COGNAC BRANDY.

- A. OLD PALE ..... \$20.00  
B. SUPERIOR VERY OLD COGNAC ..... 27.00  
C. VERY OLD LIQUEUR COGNAC ..... 33.00  
D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC ..... 40.00

D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.

All the above prices are subject to a discount of 5 per cent.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS,  
Hongkong, 25th July, 1906.

## GREGOR &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

## CLARETS

FROM

MIN MARCEAU,

Bordeaux.

AWARDS: GOLD MEDALS AT

PARIS 1900,

HANOI 1902,

BORDEAUX 1895,

DIJON 1901,

LILLE 1902,

AMSTERDAM 1895,

ROUEN 1896,

VIENNA 1902.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 27th June, 1906.

[56-4]

ALL communications intended for publication in the HONGKONG TELEGRAPH should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. The Editor will not undertake to be responsible for any returned M.S., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$15 per annum. The rates per quarter and per annum, proportionately. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## MARRIAGE.

June 27th, at Guildford, W. S. ROOKE to ELSIE MAY, daughter of Sir W. M. Goodman, formerly Chief Justice of Hongkong.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 25, 1906.

## GREEN ISLANDS OPPORTUNITY.

About a fortnight ago we quoted the remarks of a Japanese gentleman, who had just returned from America, regarding the preference shown by San Francisco builders for Japanese cement. It was asserted that the quality and cheapness of the Japanese product were the chief factors which recommended the cement to those engaged in the colossal work of rebuilding the great American seaport; and the statement was made that contracts had been entered into with the leading cement-manufacturing companies in Japan to supply their entire output for the next ten years. The Japanese traveller confined his attention to the competition which, according to him, had sprung up between Japan and Germany, but as a Kobe contemporary pertinently remarked: "It is curious that the vernacular journals, whilst dilating upon the virtues of German and Japanese cement, make no reference to the Portland cement made in various parts of Great Britain. These British works, too, are working at full pressure to meet demands from America, so that the suggestion that Japanese cement is in demand because of its good properties is probably not quite a fact, it being more likely that the Americans are entirely indifferent as to the place of origin so long as they get the necessary materials to accomplish their tremendous task." Moreover, the sole or, at least, the principal claim submitted by the Japanese firms for preference in this part of the world was the lower prices charged for the manufactured articles as compared with the cost of the product of the Green Island Cement Company, which has a world-wide reputation. That claim no longer exists, for the exceptional requirements of San Francisco have had the effect of increasing the cost of Japanese cement by something like 33 per cent., with the result that there is now no appreciable difference between the price of Portland and Japanese cement. The characteristic rush of American property-owners to rebuild San Francisco has not affected Japanese cement manufacturers alone, for Germany has been sending large consignments to the Western States in order to meet the immediate demand. But neither Japanese nor German cement has the character for utility and quality that has been gained by the product of the Green Island Cement Company. And if in ordinary times the local concern is capable of successfully competing against the Japanese manufacturers both as regards the test standards and value quotations—as was evidenced when the Philippine Government called for tenders for the supply of cement—there is no reason why the Green Island Cement Company should not take a leading role in providing the requirements of the San Francisco builders, in opposition to the Japanese and German manufacturers alike. So far as the German competitors are concerned the local Company has little to fear. One consignment just reported from Hamburg to San Francisco occupied nearly five months in transit, while the cost by the overland route would be utterly prohibitive, any profits at all being swallowed up in freight dues. Everything seems to favour the local Company, for which Messrs. Shawan, Tones and Co. are the general managers. The plant at Hunghom has been largely developed so that the manufacturers are capable of materially increasing the output at short notice; the rates for freight across the Pacific have been reduced by all the principal lines; and Messrs. Shawan, Tones and Co. are themselves in touch with steamers crossing to San Francisco; the passage can be accomplished from Hongkong within a month or five weeks, and, best of all, the Portland cement manufactured by the Green Island Cement Company is unequalled in the world. San Francisco gained a lesson in the earthquake which is not likely to be forgotten yet awhile; shoddy, unreliable and cheap goods are the most expensive in the end, and for that reason alone Green Island cement should gain the patronage of building contractors in America. The shrewd general managers of the Company are not likely to allow such an opportunity to slip past, and if the shortage in cement experienced all over the Western States is not speedily met, it will not, we are confident, be the fault of Messrs. Shawan, Tones & Co.

## ARTS AND CRAFTS EXHIBITION.

Many-sided as are the interests of Hongkong, people are frequently apt to overlook the more gracious arts which give colour and tone to life, in the pursuit of commercial prestige. Indeed the charms and attractions of the hobbies which engross the attention of the artistic few are frequently regarded as unworthy of the business mind, with the result that there is an inclination to conceal from the vulgar gaze the products of the off-season as if they were not merely puerile and lackadaisical but witnesses to the fatuity of the originator. In order to combat that feeling it has been decided to hold an Arts and Crafts Exhibition, in the City Hall, next October. Necessarily, in the case of an Exhibition held for the first time, the Committee in charge of the arrangements are feeling their way, being unable to gauge the support which they will receive from those able and willing to contribute to its attractions. They have therefore limited the scope of the Exhibition to five classes—photography; paintings, sketches, etc.; needlework, lace work and embroideries; woodwork, wood-carving, furniture, pokers, wickerwork, etc.; and miscellaneous crafts. It may seem to the reader that the Committee in their anxiety not to be over-ambitious have really drawn the line a little too fine, but at any rate they have given an impetus to those who busy themselves with "arts and crafts" after the serious worries of the day. For the syllabus is essentially designed to attract the amateur, although the work of the skilful professional in carving and brass work will not be ostracised. The great mistake of the promoters is that they have decided to give no prizes, to award no certificates of merit. The "brochure" setting forth the objects of the Exhibition is quite clear on that point: "It has been decided that this shall be purely an Exhibition and not a competition. There will, therefore, be no prizes." And another sentence should be read in this connection: "Exhibitors may sell their exhibits after the Exhibition, if they wish." In other words, the promoters would reduce the Arts and Crafts Exhibition to a weak imitation of a second-rate bazaar. Their original idea was excellent; they were animated by a desire to foster a love of art for its own sake, to bring the best work of amateurs together so that the backward might gain from an appreciation of the productions of their superiors, while the "cocks of the walk" might be abashed by the unexpected brilliancy of those whom they deemed their inferiors. Probably that was why they girded at the hateful word "competition." But, after all, competition is the breath of life. What is an Exhibition, in the present sense, but an elaborate competition, where inherent merit is the only road to success? No matter how infatuated an amateur may be with his particular pursuit he likes to believe that the results he achieves are appreciated. It would have been very simple to award diplomas of merit to those adjudged worthy of them, and the gratification of the winners would have been unbounded. The unsuccessful might have grumbled at the short-sightedness of the judges but in the end they would have been spurred to greater efforts, which would have borne fruit at future Exhibitions. However, the Committee thought otherwise so the matter may be allowed to rest there. The miscellaneous section is sub-divided into five classes—silverwork, bent and cast ironwork, brass, copper and bronze articles, pewter and leadwork, bookbinding and leatherwork, ivory and bone carving, etc. In this section it may be anticipated that our Chinese fellow-residents will be seen to advantage, for only those who have an inside knowledge of the marvellous productions of the Chinese artist in metals can appreciate the delicacy of his work and the infinite pains, amounting almost to genius, lavished on his designs. The latest date when exhibits will be accepted is 14th October, but full particulars regarding the Exhibition will be issued, we are informed, before that date. Meanwhile, the Exhibition is a step in the right direction, and as it has the support of His Excellency the Governor it is likely to prove a success.

## CHINESE CUBICLES.

At the Sanitary Board yesterday a question was raised by Mr. Humphreys regarding the system of Chinese cubicles, but owing doubtless to pressure of business it was dismissed in the most perfunctory fashion. An application was made for permission to erect four wooden posts for hanging curtains in a Chinese flat. Mr. Humphreys wrote that the "cubicle question wants going into *de novo*. Curtains, rugs, sacking, etc., are much more dangerous to health than properly arranged cubicles. No amount of ordinances and no quantity of inspectors will ever prevent Chinese putting up temporary partitions of the above nature." That was a matter, it might have been thought, which should have proved a fertile subject of discussion, but so far as we can learn from the report of the meeting, the members followed the example of the Scotch parson who, on coming to a knotty point in the Scriptures, calmly announced: "We will look this boldly in the face and pass on." Most Europeans have a hazy notion of the conditions under which the poorer classes of Chinese exist. They are aware that eight or nine herd together in one room, but they are not always aware that the room is divided into sections by means of heavy cloth hangings which enclose the beds and even cover the tops of the posts, so that the occupant of the cubicle is virtually imprisoned in a space some six feet long, three feet wide and four feet high. In fact, there is scarcely breathing space in these Chinese burrows, and certainly the air space is utterly inadequate for an adult, to say nothing of a child. But there might be something to say for this crude attempt at privacy were the curtains regularly cleaned and fumigated, but there is nothing to show that these cloth screens are removed from one year's end to the other. They remain hanging, absorbing the germs that swarm in the air, until they collapse from sheer rotteness and old age. It is a heaven's blessing when some diseased occupant has to be removed from one of these filth-impregnated cubicles, for then the occupants of the other cubicles are compelled, willy-nilly, to drag down their precious partitions and see them properly cleaned and fumigated for once in a way. Mr. Humphreys was perhaps a trifle over-emphatic in his language when he said that no amount of ordinances and no quantity of inspectors could remedy this Chinese habit, because that is precisely one of the objects of the Sanitary Board's existence. There should certainly be regulations enforced so that the inspectors could deal with flagrant cases of long-standing filthiness, without needlessly disturbing the Chinese residents. In these hot days and hotter nights the atmosphere of the cubicles can be little better than suffocating, and perhaps when it is found that a Chinaman here and there has been asphyxiated in his bunk the Sanitary Board may awaken to the realisation that some remedy for this state of things is absolutely necessary. The Sanitary Department may scour the walls and whitewash them to their hearts' content once a year, but if they leave these begrimed rags and patched quilt-like hangings—all of one colour through age and dirt—they have merely grazed the surface of the sanitary requirements and failed altogether to get at the root of the evil. If one could fancy a microbe chuckling, he would be highly amused at the grins of the ten times ten million microbes which make these cubicle curtains their home and their habitation.

## LOCAL AND GENERAL.

The German mail of the 21st June was delivered in London on the 23rd inst.

M. IMBAULT-HUAT has been appointed Secretary-Interpreter for Oriental Languages at the French Ministry of Foreign Affairs. Mr. Huat was Consul for France at Canton some years back.

RETURN of visitors to the City Hall Library and Museum for the week ending the 23rd July, 1906:—Library, non-Chinese 287; Chinese 162 Total 449. Museum, non-Chinese 164; Chinese 1,026; Total 2,190.

The Netherlands Trading Company has published its balance-sheet, which exhibits a profit balance of \$16,943,522, being \$1,865,000 more than in the preceding year, and more than double the profit of 1913.

Sir John N. Jordan, the new British Minister at Peking, has postponed his departure somewhat, and will not be leaving London till July 26. He will embark on the P. and O. steamer *China* at Marseilles on the following day.

On the 17th instant sentence was passed, by a court-martial of the Japanese Army in Korea, on the rebels, 75 in number, who were recently captured by the Japanese Army. Four of the leaders were each sentenced to imprisonment for life, and others to imprisonment for terms ranging from three to fifteen years. The majority of the prisoners have been sentenced to be flogged, without imprisonment.

AMONGST the gentlemen called to the Bar on the 27th ult., at Lincoln's Inn, was Mr. Hung Kwok Leung formerly a pupil at Queen's College. The promising young gentleman proceeded to England, with others, in 1904 to prosecute a professional education. His early successes—having passed in the second grade—give promise of a useful career in Hongkong, if Mr. Hung elects to make the Colony the future field of his labours. There is ample room for a young man of his exceptional abilities. Leung is the eldest son of Mr. Hung Pun Sam, a deservedly esteemed Chinese fellow-citizen.

At the Police Court this morning, before Mr. H. H. J. Gompertz, Captain Geo. E. Warner, master of the steamer *Monmouthshire*, charged Leung Kam Siu, the boatswain of the ship, with stealing four bolts (rolls measuring between 36 and 42 yards) of canvas, valued at \$68, on the 23rd inst., the property of the ship. The defendant pleaded not guilty. The captain said that after leaving Port Said the canvas was missed. The boatswain was told about the loss, but he denied all knowledge of it. A search was made and after defendant had attempted to hide the canvas, four bolts were found in his bunk. The other four, it was alleged, defendant disposed of at Port Said. Mr. Gardiner, of the office of Mr. O. D. Thomson, appeared for the defence. The charge was proved and his Worship sentenced accused to three months' hard labour and six hours' stocks.

It is stated that a company is being started in Penang under the title of the Eastern Trading Co., Ltd., with a capital of \$4,000,000, half of which will be offered for subscription. The object of the Company will be to open banking agencies in the more important places in the Federated Malay States and Penang, to lend out money on land and house property, to tender for and if successful run the Revenue Farm. The share will be limited to \$10.

We have received a communication from a Canton correspondent in which he attributes to us ungenerous motives and insinuations in the reports we have published regarding the treatment in Canton of the Indians who were wounded during the practical attack on the *Saimun*. The writer suggests or hints, that these unworthy insinuations were instigated by bigotry. We leave it to impartial readers to judge whether the *Hongkong Telegraph* has not been a consistent supporter of all medical institutions in China of whatever organisation it may be an adjunct, and as for the Canton Hospital the files of the *Telegraph* afford sufficient evidence of our repeated allusions to and admiration of the good work which is being carried on under the auspices of that institution.

At the instance of Inspector Smith, Chan Chik, a trader, residing in Bunham Strand East, was charged before Mr. H. H. J. Gompertz, at the Magistracy this morning, with being in unlawful possession of a dagger and twenty-five rounds of ammunition. He was also charged with taking letters out of the Colony without being in possession of a permit from the Post Office authorities. The defendant was seen last evening going on board a Kowloon boat, and having his suspicions aroused, the officer on duty at the wharf stopped accused and went through his pockets, finding the articles mentioned. The defendant admitted possession, but denied that he was a pirate; he was taking the dagger and cartridges to his country. His Worship fined accused \$10 on the first charge and ordered the confiscation of the weapon and ammunition, and on the second \$25.

## MORPHIA SEIZURE AT KOWLOON.

WORTH ABOUT \$6,000.

Chief Excise Officer Hogarth, armed with a warrant, and accompanied by a *force* of other officers, executed an opium raid, on the 23rd instant, and seized five cases of morphia that were stored in godown No. 21, of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Tsim-tsu-tsu. The seizure is valued at about \$6,000. The cases were examined and it was discovered that on each of four cases were private marks, which consisted of a diamond, inside of which were the words "H and V." The fifth case bore the number "2." A mark, consisting of a square, in the centre of which were the letters "A. C." and underneath "COA," was also stencilled on the case. As the drug has not been declared at the Import and Export Office, and as no person has been forthcoming to claim the drug, the Chief Excise Officer put in a written application to Mr. F. A. Hazeland, at the Police Court this morning, asking for notices to be posted outside the Police Court compound and on the walls of the godown in which the drug was seized, calling for claimants for the drug. The time given claimants is one week, after which the morphia will become the property of the Opium Farm. His Worship granted the application and notices were posted during the day.

## ASSAULT BY INDIAN WATCHMEN.

A LEGAL TRIP TO JOB A COMPARTMENT.

Three Indian watchmen, employed at Howington Canal West, were charged at the instance of Inspector Goulay, before Mr. F. A. Hazeland, at the Police Court to-day, with assaulting Moti Singh, on the 24th instant, with intent to rob him of \$350 in money and eleven promissory notes, worth \$1,890. The defendants denied the charge. The complainant, who is employed at No. 7, Howington Canal, said the first defendant left the yard at six o'clock last evening and returned at 11.30 o'clock with two others. When defendants returned, complainant was sitting outside his quarters. The first defendant approached him and asked for a drink of water. The complainant went into the house to get them the water, when the three followed him inside and there attacked him from behind, throwing complainant on the floor, and beating him with sticks. Then the men demanded money for drink, but the complainant refused to part with any, and while two of his assailants held him down, the others went through his pockets. The unfortunate watchman shouted for help and a few Chinamen living in the timber yard came to his assistance. The defendants were later arrested. Further evidence was called testifying to the condition of the man when he came to the station. He had finger-nail scratches on the left side of his neck, his mouth was swollen, his left eye discoloured, and his clothing badly torn. His Worship convicted the defendants and sentenced them to three weeks' hard labour each.

## DOUGLAS, S. S. CO., LD.

AND THE FORMOSA TRADE.

According to an Osaka message to the *Asahi*, the Tamsui-Hongkong line was formerly monopolized by the Douglas S. S. Co., but since Formosa became Japanese territory the Osaka Shosen Kaisha opened a new service and finally monopolized the line. Now that the Formosan tea season has set in exports from the island have accumulated to some extent, and taking this opportunity the Douglas Company intends to recover its navigation right and the Company's steamer *Hatsumi* has entered Tamsui. Thereupon the Osaka Shosen Kaisha has increased the services of the *Kiku-gogawa-maru* on the Tamsui-Poochow line and of the *Taijin-maru* and *Taiji-maru* on the Tamsui-Hongkong line. The Japanese steamship company is preparing to continue competition to the latest increasing the number of these liners.

## BERI-BERI.

## SUGGESTIONS FOR TREATMENT OF THE DISEASE.

We have been favoured with the following communication from Dr. Paul, who has had considerable experience in the treatment of beri-beri in the Malay States, and whose observations should prove of interest to the medical fraternity of Hongkong.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."

"Sir,—Will you kindly allot me a small space in your esteemed paper.

I have read with great interest a research into the etiology of beri-beri by Drs. Hunter and Koch, and I quite agree with them, that the disease (beri-beri) does not occur from micro-organisms. General medical men, with whom I came in contact when Acting Medical Officer to the Pahang Corporation (Quantan Tin Mines, Pahang), informed me that it was owing to organisms in the blood, but I did not agree with their theory but held to my opinion that it was nothing more than a sort of pernicious anaemia. I acted for Dr. Ralph, the M.O., who went to Canada on sick leave for six months (from July to December). I kept a record of the deaths of beri-beri cases for that period, and compared it with Dr. Ralph's (from January to June). He lost 146 cases to my three. My plan was, on finding the men attacked with the disease, I sent them down to the *guala* or sea side, put them on a generous diet, and gave tonic, kept them at the sea-side for a month, and most of them recovered to return to their mining work. From the experiment I tried the remarks made by Drs. Hunter and Koch entirely coincide with my observations.

For the prevention of the disease there must be:—

- (a) Good ventilation.
- (b) Sunshine.
- (c) Generous diet.
- (d) No overcrowding.
- (e) Exercise in the open air.
- (f) Change to the sea-side.
- (g) Nerving tonics.

There is nothing more that can be done for beri-beri cases than that reported by Drs. Hunter and Koch. In the last resort the patient must leave the infected district.—Yours faithfully,

D. R. PAUL, L.R.C.P., L.R.C.S., L.M.

## TRAMCAR v. RICKSHA.

OCCUPANT OF RICKSHA SERIOUSLY HURT.

An eastward bound tramcar collided with a ricksha in Des Voeux Road West, near the Wing Lok Street junction, at half-past six o'clock last evening, and as a result of the collision Leung Pak Pang, a shopkeeper, of No. 168, Queen's Road West, sustained a broken leg and is now being treated by Dr. Jew Hok, while the ricksha coolie, who disappeared soon after the accident, and was later arrested, was placed before Mr. F. A. Hazeland, at Police Court this forenoon, charged with reckless driving. From a report made by Constable Murphy, it appeared that the ricksha passed down Queen Street and entered Des Voeux Road West, going eastward. The tramcar, which was travelling behind the ricksha, slowed down to turn the curve. The ricksha, which was all the time on the wrong side of the road, tried to get on the left-hand side, by crossing in front of the approaching car. The coolie made a dash across the track when suddenly realizing the danger he attempted to turn back. In the attempt the vehicle was overturned in the centre of the track and the unfortunate fare thrown out. The motorman applied his emergency brake, but as the car was so close, no effect was produced and it came into violent collision with the ricksha, reducing it to matchwood. The shopkeeper, who was stunned by his heavy fall, still lay on the side of the lines, and when the collision took place he was pushed along the road for a few yards and finally jammed between the ricksha, and a trolley post, breaking his leg. An ambulance was called, but the shopkeeper refused to go to hospital and had to be carried to his home. The police took charge of what remained of the ricksha. The coolie was fined \$15.

## THE PROPOSED CONSTITUTION FOR CHINA.

A JAPANESE JURIST OUTLINES PEKING GOVERNMENT'S INTENTIONS.

It appears from a translation in the *Japan Mail* that the most definite information yet furnished about a constitution for China is given by Professor Hattori, who has just returned from Peking, where he is employed as a teacher in the University. He says that on the return of the Commission headed by Prince Su an office will be opened in Peking for the translation of all the principal constitutions in the world, which work will be largely assisted by the students that have studied in Japan. It is expected that a year will be required to make the translations. Thereafter the business of compiling a constitution for China will be undertaken, and as the manners and customs of eighteen provinces, forming an empire with 300 millions of inhabitants, have to be studied and collated, the drafting will probably take some 12 years.

## SHIPPING AND MAILS.

MAILS DUE.

American (*America Maru*) 27th inst.  
Indian (*Lightning*) 29th inst.  
Ger. (*Prins Eitel Friedrich*) 30th inst, p.m.  
Indian (*Sutangi*) 31st prox.  
The s.s. *Nanshan* left Saigon on 25th inst. for this port, and is due here on 29th inst.  
The s.s. *Danvorlich* from Antwerp and London left Singapore yesterday for this port.  
The Apcar Co's s.s. *Lightning* from Calcutta left Singapore this a.m., and may be expected here on 29th inst.  
The P. & O. s.s. *Siberia* will sail from Yokohama for this port on 25th inst., and will be due to arrive at Hongkong on 6th prox.



## TELEGRAMS.

[Reuter's.]

## Russia.

LONDON, 23rd July.  
The Tsar, in a manifesto concerning the dissolution of the Duma, says that the Duma has greatly disappointed his expectations; instead of doing practical work, it undertook illegal action beyond its sphere.

The Tsar promises to give necessitous peasants means for enlarging their lands, and intends enforcing obedience to the law.

St. Petersburg is quiet.  
Police and troops are everywhere.

## The Inter-Parliamentary Conference.

Six hundred members of the Parliaments of Europe and America assembled yesterday in the Golden Gallery of the House of Lords to discuss the question of peace arbitration.

Sir Henry Campbell-Bannerman, in welcoming the members, expressed the sympathy of the King and the Government with the objects of the conference.

Sir Henry especially greeted the members of the Duma, exclaiming "La Duma est morte, vive la Duma."

## THE ROYAL HONGKONG GOLF CLUB.

The quarterly meeting was held at Happy Valley on the 21st to 23rd inst. The following returns were made:—

MACLEWEN CUP.	
Mr. H. S. Sweeting	90-15-75
Mr. C. E. P. Beavis	71-2-77
Mr. C. E. P. Beavis	85-6-79
Mr. C. B. Down	87-7-81
Mr. F. W. Warren	91-12-80
Mr. H. Wilson, R.N.	95-18-80
Surg. L. A. Bates, R.N.	98-18-80
Mr. J. S. Forrest	77-4-81
Mr. W. D. Kirk	86-5-81
Mr. E. V. D. Park	90-9-81
Mr. R. Macpherson	89-7-82
JOHNSTONE CUP.	
Mr. C. E. H. Beavis	2 strokes 2 up.
Mr. H. S. Sweeting	11 " all square.
Dr. G. M. Hartson	7 " 1 down.
Mr. E. V. D. Park	7 " 2 "
Mr. W. D. Kirk	4 " 3 "
Mr. C. B. Down	5 " 3 "
Mr. C. B. Down	5 " 3 "
Mr. C. H. Gale	11 " 3 "
Mr. F. W. Warren	9 " 5 "
Mr. R. M. Cross	11 " 7 "

POOL.	
Mr. D. B. Murray	88-18-70
Mr. H. S. Sweeting	90-15-75
Mr. C. E. H. Beavis	79-2-77
Mr. C. B. Down	85-6-79
Mr. F. W. Warren	91-12-80
Mr. H. Wilson, R.N.	95-18-80
Mr. J. S. Forrest	77-4-81
Mr. E. V. D. Park	90-9-81
Mr. J. Clark	83-1-82

\*Winner of MacEwen Cup.  
†Winner of Johnstone Cup.

The next Club competition will take place on the 4th to 6th August, for the Captain's Cup.

## THE GOVERNMENT OF KOREA.

## MARQUIS ITO'S PROGRAMME.

According to a Tokyo dispatch, Marquis Ito introduced the following programme to the recent Ministerial Council of Korea in regard to proposed reforms:—

1.—That efforts should be made for the development of commerce and industry and that special endeavours be made to promote education.

2.—That a distinct division be made between the Government and the Imperial Household, the prestige of the Imperial family maintained, and the responsibility of the Government clearly defined.

3.—That political refugees seeking shelter in Japan should be treated as liberally as practicable.

4.—That the finances of the Government as well as of the Imperial House be regulated.

## CONSUL-GENERAL BRAGG PENSIONED.

The bill passed by the Washington Senate on the 18th ult. granting a pension of \$50 (gold) a month to Gen. Edward S. Bragg, of Wisconsin, was introduced by Senator Spooner at the request of the General, who is in feeble health and without means of support, and who came to Washington to personally urge his claim upon Congress.

Gen. Bragg was the author of the famous retort to the criticism of Grover Cleveland in the national Democratic convention of 1884: "We love Grover Cleveland for the enemies he has made."

In the convention of 1888 he again came into prominence for another saying. While addressing the convention, being of feeble voice, he was interrupted by cries of "Louder." Finally, exasperated by the interruptions, he piped out: "When Gabriel blows his trumpet some jackass will call out 'Louder!'"

Gen. Bragg parted company with the Democratic party in 1896 and supported McKinley on the money issue. He served as Minister to Mexico under President Cleveland, was Consul-General to Havana under President McKinley, and later Consul-General to Hongkong. He was a delegate to every Democratic national convention from 1872 to and including that of 1896.—*The Sun* (New York).

A SOCIETY should be formed for the suppression of singing save in the strictest privacy.—John F. Runciman, in the *Saturday Review*.

## ALLEGED INFRINGEMENT OF TRADE-MARKS.

JUDGMENT RESERVED.

Further hearing of the case was continued this afternoon, at the Magistrate's, in which the China Sugar Refining Co., Ltd., appeared as complainant against the proprietors of the Fung Fat Loong pillbox, of No. 275, Des Vieux Road Central, for exposing for sale certain bags of sugar to which forged trade-marks and false trade descriptions had been applied.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, prosecuted, and Mr. R. A. Harding represented the defendant firm.

The case or the proceeding being over, the witnesses for the defence were examined. The manager of the defendant firm said he dealt largely in all kinds of sugar. Witness's firm brought between \$50,000 and \$60,000 worth of sugar from the complainant's firm during the first six months of this year, under the name of "Chea Tung." Witness's firm bought no sugar from Taikoo during the last two years.

Speaking as to the working of his firm, witness said that when coarse sugar was bought from his firm, the quality of the sugar, as well as the name of the firm in which it originally came, were entered in his books. As regarded the sale of a bag of sugar to the China Sugar Refining Company on the 13th instant, witness knew nothing about it. Continuing, witness said that it would be impossible to trace the purchaser of a bag of sugar a month after the sale had taken place, simply because witness's firm had a large business. On the 9th instant he remembered Sergeant Watt calling at his godown, and witness personally took the officer and showed him the sugar. At that time there were over 300 bags of sugar in the godowns. With the exception of the bag of sugar in Court the marks on the other bags in his godowns bore special marks.

Here Mr. Looker interpolated that when questioned in his shop witness said he could not read the marks on the bags.

Cross-examined, witness said he was a partner in the firm.

"Why did you deny, when asked, by my interpreter, that you were a partner or a manager in the firm?" queried Mr. Looker.

"When the interpreter asked me," replied witness, "I replied *see-see lung-kah* (managing partner). The Court interpreter here said that the words *see-see* came from the Sunning dialect; it was not used by Cantonese."

"Didn't you tell me," asked Mr. Looker, "that none of the partners was in the Colony?"

"I did not," replied witness.

Continuing, witness said he dealt in two kinds of sugar—Jardine's and a German brand.

After both solicitors had addressed the Court, Mr. Hazland reserved his decision until Tuesday next, at noon.

## POLICING THE WEST RIVER.

A PENANG COMMENT.

Referring to the *Siam* piracy case and the necessity for policing the West River, the *Stamper* says:—There is only one craft that plys absolutely unmolested on the West River and that is the silk junk. These are beautifully modelled craft and generally mount from seventeen to twenty good brass guns and carry a crew of from fifty to a hundred men armed with repeating rifles. They are fast sailers and care for nobody. Of course, China is supposed to police the West River and she does so—after a fashion. Every few miles you meet a Chinese guard-boat, generally some old junk, armed with antiquated iron guns that are tied up in nice little bows of red bunting and which would be more dangerous inbound than out if fired. The guard boat seems to have a great predilection for anchoring and swinging over her beef bones—only her crew don't eat beef—in some out of the way reach of the river where nothing is at all likely to take place. Then, too, she keeps a gong beating and so warns all evil-doers of her presence, with the result that they generally accommodately carry on their little depredations elsewhere and so leave the sleepy river guards in peace. If a report is made to the captain of a guard-boat he generally finds, like the burlesque policeman that it is off his beat, or he has pressing business in the opposite direction. Now and again one does meet a steam gunboat or a pedo-boat flying the Chinese flag on the river, but her commander is usually so poorly paid that he has no time to waste in looking for pirates and brigands and so increases his earnings by acting as tow-boat to passenger junks that may happen to be in a hurry. It thus happens that the policing of the West River is left practically in the hands of the Treaty Powers and of these France and England take the lead with their shallow-draught river gunboats of the *obon* and *Woodcock* type. These little crafts are constantly puffing up and down the river, but four or five boats cannot be everywhere at once in a stretch of river several hundred miles in extent so the pirates, who possess an excellent intelligence department, keep an eye upon their movements and arrange their attacks so as to take place during the absence of any foreign gunboat.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 25th at 11.35a.—The depression over China is spreading slowly Northwards. The barometer has a tendency to rise in the South, while it continues to fall slowly in the North.

Pressure has increased and is now near the normal over the S. Philippines. It remains in defect to the extent of 0.2 inches and upwards along the China Coast.

Gradients thus continue steep over the China Sea, and very strong S.W. winds still be expected to prevail over that area, particularly in the northern part.

The Japanese returns are lacking this morning.

Hongkong Rainfall for the 24 hours ending at 2 a.m. to-day, 0.21 inches.

## THE O. &amp; U.S.S. "COPTIC."

From the *S. F. Call* of 27th ult., we take the following:—The Oriental Steamship Company's liner *Coptic* will sail at 1 o'clock this afternoon for the Orient. When she reaches Hongkong she will be turned over to the White Star Line, from whom she was chartered about ten years ago. She will take no cargo from here and only a few passengers.

Captain Finch, commander of the *Coptic*, will be transferred to the *Doric*, which will remain on this run. The *Coptic* either will be sold at Hongkong or will return from there to England.

The *Coptic* has been a favourite steamer with the travelling public, and many will regret her departure from the Pacific. During the ten years the *Coptic* has been running out of this port she has had many masters.

Captain Rinder, who succeeded Captain Sealby, is probably the best known of her former commanders and officers who served under him and are now on the liner still speak enthusiastically of their old skipper. Rinder is a good seaman and has few equals as a navigator. He inspired his officers with his own ideas of the dignity of his profession, and the subsequent success of some of them is due, as they will admit, to Rinder's influence.

"When Captain Rinder joined this ship," said one of them yesterday, "we had an idea that the stars were some kind of electric lights. He taught us that they were signposts and he saw to it that we learned to read them."

Rinder was selected by R. P. Schwerin to bring the big liner *Manchuria* to this coast from New Port News. He made several trips across the Pacific and then resigned to accept the command of the big Hill liner *Minnesota*, of which he is now master.

Rinder was succeeded on the *Coptic* by Captain Beadnell, who had been his chief officer. Beadnell was ordered to England to take command of a White Star liner. Captain Armstrong was sent out to command the *Coptic*. Armstrong died in the Orient after making a few trips and is still mourned by his old ship mates. He was succeeded by Captain Lobet, his chief officer, who retained command until relieved by Captain Finch, the *Coptic's* present commander and formerly master of the *Gaelic*. Lobet will accompany the vessel home, where, it is expected, he soon will be given a command.

All the *Coptic's* commanders have been young men. She has been known for years as the "kid ship." Most of her former masters are now in command of bigger ships, and all her former junior officers who are not now masters are well up the ladder.

Chief Engineer Richardson of the *Coptic* will be transferred with Captain Finch to the *Doric*, as will Dr. Gates, the senior surgeon of the line.

During her service on the Pacific the *Coptic* has had but one mishap. About eight years ago a big sea smashed in her forward whale-back, as the result of which she was delayed a few weeks at Hongkong.

## THE ADMINISTRATION OF KWANTUNG.

ENORMOUS INCREASE OF EXPENSES.

The expenditure for the civil administration of Kwantung, which amounted to Y2,500,000 for the present fiscal year, is expected to increase next year in consequence of the amendment of the official organisation of the Administration Bureau, consequent upon a increase in the value of business. A subsidy of Y500,000 which is now granted out of the national Treasury will be doubled next year.

The expenditure upon public works will also greatly increase, as the improvement of harbours and the establishment of agricultural experimental stations are projected, in addition to waterworks and the improvement of roads. It is expected that the estimate of the total expenditure for next year will exceed Y4,000,000.

The Civil Administration Bureau of Kwantung is pushing forward preparations for the opening of the district to foreign trade, which is expected to take place on September 1st next, as the military arrangements in the district cannot be terminated before that date.

## RUMOURED VICKROYAL CHANGES.

CANTON VICE-ROY'S TRANSFER PROPOSED.

A rumour, which while lacking official confirmation, for the present, has every chance of turning out true, has come from Peking, says the *N. C. D. News*. It is to the effect that the Council of State Affairs (C'eng-wu-ch'ui), after frequent secret conferences with the Grand Council, is on the point of strongly recommending to the Throne the appointment of H. E. Tuan Fang (one of the Travelling Commissioners) at present substantive Viceroy of the Min-Ch'ü (Fukien-Ch'ükiang) provinces, to be Viceroy of the Liangkiang (Kiangsu, Kiangsi and Anhui) provinces, in which case the present acting Viceroy of those provinces, H. E. Chou Fu, will go to Canton to take up the substantive Viceroyship of the Two Kwang provinces, vice the acting incumbent H. E. T'ien Ch'ün-huen, who goes to Foochow to fill the post of substantive Viceroy of the Min-Ch'ü provinces.

There could not be a happier way to satisfy the discontent now rife in the Viceroyalties named, the fact being that the present acting Viceroy at Nanking is not considered in nandarin circles to be a strong enough man for the difficult and onerous duties of that post, while the notorious squabbles and disagreements between Viceroy T'ien Ch'ün-huen and the gentry and merchants at Canton concerning the Canton-Hankow Railway will be more likely to cease. Finally it is reported that H. E. Yang Shih-hsiang at present acting Governor of Shantung province is to be confirmed in his post. At one time there were some intentions in Peking to transfer his Excellency to some other place on account of certain intrigues against him.

## S. S. "MOLDAVIA."

P. &amp; O. LEVIATHAN.

Considerable interest has attached to the arrival of the *s.s. Moldavia*, in Hongkong, as she is about the finest vessel the P. and O. S. N. Co. have afloat, and expectation was rife to see how she compared with other Leviathans of the deep that have lately visited this port.

Hitherto it has been in the hands of foreigners to show us what can be done in the way of the shipbuilder's art, and how ocean travelling can be made as comfortable as residence in first class hotels, by building what have been claimed to be "floating hotels," but now the P. and O. S. N. Co. is apparently waking up to the fact of the keen rivalry and competition in the passenger and cargo-carrying trade between Europe and the Far East, with the result that they are building boats that can take their place side by side with anything afloat without being compelled to take second place.

One of these boats arrived in this harbour for the first time this morning, and was, as was only to be expected, subject of much admiring curiosity, both among the craft and their crews afloat and the interested members of the shipping and mercantile community ashore. As she lay alongside the Kowloon wharf the *s.s. Moldavia*, the new arrival, presented a really magnificent appearance, nor was this in any way detracted from on a closer inspection, and a tour through the interior of her iron walls.

The *s.s. Moldavia* is a steel, twin-screw steamer, built at Greenock in 1903, and has a length of 540 feet over all, with a beam of 58.6, and is of 10,000 tons register. Her displacement is 15,000 tons, and her average speed is 19 knots, easily maintained. In all she has six decks, and the boat accommodation, from lifeboats to gigs, will suffice for the supporting of 1,000 persons, should occasion arise to require their services, while a steam pinnace is kept always ready for any possible requirement. She is also fitted with troop decks, so that, at a few hours' notice, she would be ready to convey troops from one end of the British Empire to the other—a great desideratum in these perilous times. As for her accommodation, she has berths for 410 first class passengers, and 150 second, the arrangements being such, by means of gangways and slides, that each class can be entirely cut off from the other, if necessary, and each hold their entertainments in their own part of the vessel without in the slightest degree interfering with, or embarrassing, the other. The cabins are fitted with electric light and fans, and have large port-holes, instead of the usual 6 by 6 inch punctures generally met with. Above and circulating the saloon, is the music room, which is fitted up in very handsome style, and flanked, fore and aft, with valuable oil-paintings, representing scenes from "The Tempest." Here are chairs and lounges to tempt the most miserable sufferer from *mal de mer*, while a grand piano, by Collard and Collard, is ready at all times to do service, by discounting those sweet strains which are supposed to (but don't always) "soothe the savage breast." The saloon, immediately below, and overlooked all round by the music room, is a handsome apartment, capable of seating 400 persons at a sitting, and is handsomely panelled in relief with *porcelaine de chine*, while numerous electric fans continually agitate the air and help to keep the atmosphere cool, when necessary. Adjoining the saloon is the smoking room, another handsomely upholstered apartment, fitted with a bar, and supplied with all the paraphernalia for games of sorts, from dice to dominoes, and *fiquet* to poker. The floor is covered with rubber-matting one inch thick, and this same rubber is to be found, as a safeguard, wherever passengers might be likely to feel to excess the movement of the vessel in bad weather, and thus be likely to lose their equilibrium. The bathroom and lavatory accommodation is more than ordinarily lavish, and such as is not usually found in ordinary passenger steamers, and what is said of the first class accommodation may, with equal justice, be said of the second class, for there is so little to choose between them that one marvels "how it can be done at the price." The promenade deck is a magnificent piece of wood-paving, as well-laid and smooth as if intended, indeed, for a ball-room; Dr. Griffin, an old and well-known servant of the company, having seen considerable service in the company's fleet, has a perfect little hospital, surgery and consulting room, bath-rooms, and isolation room, all to himself, and so arranged that he can at any time separate one from the other by means of air-tight (and, it is hoped, germ-tight) doors. The captain, the doctor and the purser, are all very well "housed" but, as usual, much is left to be desired in the housing of the officers, upon whom the navigation of the ship, and the safety, welfare and protection of the passengers, devolves. Their very cramped and scanty accommodation is perhaps the one defect to be found in this otherwise very handsome, well-appointed, and well-found vessel.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2 1/2
Do. demand	2 1/2
Do. 4 months' sight	2 1/2
France—Bank T.T.	2 1/2
America—Bank T.T.	2 1/2
Germany—Bank T.T.	2 1/2
India—Bank T.T.	2 1/2
Singapore T.T.	2 1/2
Bank of England rate	2 1/2

Buying.

6 months' sight L/C.	2 1/2
10 days' sight L/C.	2 1/2
10 days' sight San Francisco & New York	2 1/2
10 days' sight do.	2 1/2
10 days' sight Sydney and Melbourne	2 1/2
4 months' sight France	2 1/2
4 months' sight do.	2 1/2
4 months' sight Germany	2 1/2
Bar Silver	2 1/2
Bank of England rate	2 1/2

## THE "SAINAM" PIRACY.

STARTLING REVELATION.

Our Canton contemporary, the *Daily News*, gives the following translation of an article which appears in the *Sze Man Pao*:—

We had previously reported the piracy of the *s.s. Sainam*. We now hear that a pirate named Cheong Fong, who took part in the piracy, was arrested in Samshui last week. During his trial he made the following statements: "Several members of the Fatshan detective force were connected with the piracy of the *Sainam*. Their names are Lau Sze Foo, chief detective of the Fatshan police force, Leong Nun Tji Yung, Lau Pan, and Kan To, all detectives in the Fatshan police force."

Admiral Li Tsun upon receiving the above information proceeded personally to Fatshan with a body of soldiers and arrested these four men. The last three men were immediately sent to the Head Military Yamen at Canton by a strong escort of braves to await their trial, but Lau Sze Foo is still at large, on representations made by the head officials of the four principal Yamens of Fatshan who gave verbal undertaking that chief detective Lau Sze Foo, whom they believe was innocent, was in no way connected with the piracy.

## To-day's Advertisements.

## CITY OF PARIS.

2, PEDDERS STREET.

## CHEAP SALE

OF

## MILLINERY, &amp;c.

FOR ONE WEEK.

Hongkong, 25th July, 1906. [768]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"MOLDAVIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be signed out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex *S.S. Victoria* and *Arabia*.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex *B.I.S.N.* and *B. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 25th July, 1906. [4]

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H. A. L. Steamship

"SAXONIA."

Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st July, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th July, 1906. [769]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"ARRATOON APCAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after TUESDAY, 31st July, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 24th July, 1906. [760]

## Intimations.

## THE ROBINSON PIANO CO., LD.

## MANUFACTURERS

## IMPORTERS

## HIGH-CLASS PIANOS, ORGANS

## Every Description

## MUSICAL INSTRUMENT.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	16th "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKA"	6th September.
GLASGOW and LIVERPOOL	"MAHON"	6th "

## HOMEWARD.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"PATROCLOS"	7th August.
LONDON, AMSTERDAM & ANTWERP	"ARISTOS"	14th "
LIVERPOOL DIRECT	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	28th "

\* Taking Cargo for Liverpool at London Rates and taking Cargo for Genoa, Marseilles and  
Hull to connect with "Aryanax" at Singapore.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TELEMACHUS"	4th August.
NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	15th August.
	"STENTOR"	8th September.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 25th July, 1906.

## CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEIOHOU"	28th July.
NINGPO and SHANGHAI	"TIENTSIN"	31st "
MANILA	"TEAN"	31st "
SHANGHAI	"YOHOU"	1st August.
CHEFOO and ILOILO	"HUNGKIANG"	1st "
CHEFOO and NEWCHOW	"KWEIYANG"	7th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, GARDENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 25th July, 1906.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th July, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 4th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 21st July, 1906.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, 10th July, 1906.

## Dentistry.

**Dr. M. H. OHAUN,**  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VEXES ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 2nd July, 1906.

**TSIN TING,**  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'ARQUILLER STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 20th July, 1906.

## Shipping—Steamers.

HAMBURG-AMERIKA  
EAST ASIATIC SERVICE.

## HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	27th July.
* SILESIA	SHANGHAI, YOKOHAMA AND KOBE	30th July.
* SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.

## OUTWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.

## HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
ALESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
* SCANDIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

\* This steamer, specially built for the tropics, has splendid accommodation for first class  
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa  
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,  
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and  
Washerman.  
The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,  
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be  
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

## COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
DAPHNE	KOBE, NAGASAKI & WADIVOSTOK	26th July, Freight and Passengers.
ITHAKA	SHANGHAI and CHINKIANG	Freight and Passengers.
LYDIA	SHANGHAI and CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI and CHINKIANG	Freight and Passengers.

\* Taking Cargo at through rates to Tsingtao and Chemulpo.  
For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

For steamers of the Coast Service marked \* to

SIEMSEN &amp; CO.

Hongkong, 24th July, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

STEAMSHIP	ON
SHANGHAI	THURSDAY, 26th July, 4 P.M.
MANILA	FRIDAY, 27th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	TUESDAY, 31st July, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 24th July, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR

## PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,383	Metzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 6th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.  
THE Steamship  
"DAKOTAH" will be despatched for the above Ports, on or  
about the 4th of August.For Freight and further particulars, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 18th July, 1906.

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.  
Regular Steamship Service between Hongkong  
and South American Ports.PROPOSED sailings from HONGKONG  
TO CALLAO, IQUIQUE, VIA JAPAN  
PORTS.  
"KASADO MARU," 6,000 tons,  
sails on or about August 7th, at Noon."GLENFARG," 4,000 tons,  
sails on or about August 25th, at Noon.  
(Date of sailing subject to alteration.)  
Taking freight also to other Western Coast  
Ports of South America transshipping to the  
Connecting Line.The above steamers have splendid accom-  
modation and are fitted throughout with Elec-  
tric Light. A duly qualified Surgeon is carried  
on each boat.For further information as to Freight and  
Passage, apply to  
K. MATSUDA,  
Manager,  
Yokohama Building,  
Hongkong, 20th July, 1906.

For Freight or Passage, apply to

ARNHOLD, KARBURG &amp; Co.,

Agents.

Hongkong, 4th July, 1906.

## Shipping—Steamer.

NIPPON YUSEN KAISHA.  
HONGKONG-SWATOW-BANGKOK LINE.FOR BANGKOK (DIRECT).  
THE Chartered Steamship  
"PROMETHEUS,"  
Captain Cornillissen, will be despatched  
TO-MORROW, the 26th instant, at 4 P.M.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Prince's Building,  
Hongkong, 25th July, 1906.

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## Consignees.

"SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, LONDON  
AND STRAITS.THE Steamship  
"MONMOUTHSHIRE,"  
Captain G. E. Warner, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
at Kowloon, and stored at Consignees' risk and  
expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 30th instant will be sub-  
ject to rent.All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 30th instant, at 2.30 P.M.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 24th July, 1906.

[766]

## S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London  
ex s.s. "Charente" and "Dordogne," from  
Havre ex s.s. "Charente," and from Bordeaux  
ex s.s. "Ville de Lorient," in connection with  
above Steamer, are hereby informed that their  
Goods, with the exception of Opium, Treas-  
ure and Valuables are being landed and  
stored at their risk into the Godowns of the  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before TO-PAY, at 6 P.M., requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
MONDAY, the 30th July, at Noon, will be  
subject to rent and landing charges.All claims must be sent in to me on or before  
the 30th July, or they will not be recognized.  
All damaged packages will be examined on  
MONDAY, the 30th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd July, 1906.

[77]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship  
"PRINZ SIGISMUND,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before TUES-  
DAY, 24th instant, at 10 A.M.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after MONDAY, 30th July, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, 30th July, at 10 A.M.All Claims must reach us before the 6th  
August, or they will not be recognized.  
No Fire Insurance will be effected.Bills of Lading will be countersigned by the  
Undersigned.NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 23rd July, 1906.

[78]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"SUNDA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo—  
From London, &c., ex S.S. "Calcutta."  
From Italy.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 25th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees,  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 18th July, 1906.

[790]

## Consignees.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.FROM RANGOON AND STRAITS.  
THE Company's Steamship  
"ZAIDA,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 12 o'clock Noon, the 24th instant,  
will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected.Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 23rd July, 1906.

[790]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.THE Company's Steamship  
"KUTSANG,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M., the 25th instant, will be  
landed at Consignees' risk and expense.  
No Fire Insurance will be effected.Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 23rd July, 1906.

[790]

## Intimations.

## A. CHAZALON &amp; CO.

JUST UNPAKED.

ANCHOVY IN OIL (Boneless).  
STUFFED OLIVES.  
SARDINES (Boneless).  
DO. AU CITRON.FISH PASTE FOR SANDWICH.  
PURRE DE FOIE GRAS DO.  
AND  
Other Picnic size tins of PRESERVED.FRENCH BISCUITS.  
HUNTLEY & PALMER'S BISCUITS and  
CAKES.CROSSE and BLACKWELL'S SAUSAGES,  
STREAKY BACON, BATH CHOPS, &c.ALSO  
GERMAN SAUSAGES, ASPARAGUS, and other  
VEGETABLES.

Hongkong, 21st July, 1906.

[791]

## THE NEW FRENCH REMEDY

## TRADE MARK

This successful and highly popular remedy, used in the  
Continental Hospitals at Lyons, Paris, and elsewhere,  
and which has been the means of curing many cases  
of the most serious nature, is now being introduced  
into Hongkong.THERAPION No. 1 is a re-  
markable shortening of time, often a few days only, removes all discharges from  
the urinary organs, affords relief to the most severe cases of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, constipation, and all the  
other ailments of the digestive system, it will be found  
of the most trying complaints of this kind, it will be  
found to be a most valuable remedy, affording prompt relief  
where other well-known remedies have failed.THERAPION No. 2 is for  
the blood, purifies the system, removes all impurities from  
the blood, cures skin diseases, such as eczema, psoriasis,  
and all diseases of the skin, and all the  
diseases of the urinary system, and all the  
diseases of the digestive system, and all the  
diseases of the respiratory system, and all the  
diseases of the circulatory system, and all the  
diseases of the nervous system, and all the  
diseases of the reproductive system, and all the  
diseases of the excretory system, and all the  
diseases of the endocrine system, and all the  
diseases of the immune system, and all the  
diseases of the integumentary system, and all the  
diseases of the musculoskeletal system, and all the  
diseases of the locomotor system, and all the  
diseases of the sensory system, and all the  
diseases of the motor system, and all the  
diseases of the nervous system, and all the  
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diseases of the locomotor system, and all the  
diseases of the sensory system, and all the  
diseases of the motor system, and all the  
diseases of the nervous system, and all the  
diseases of the reproductive system, and all the  
diseases of







## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, OCEAN, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for AMERICA,  
PERSIAN GULF, CONTINENTAL, AFRICA  
AND SOUTH AFRICAN PORTS.)

## THE Steamship

"DEVANHA,"  
Captain T. H. Hyde, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 28th July,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Mooltan*, 9,620 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped, at Colombo, into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Perla*,  
due in London on the 9th September, 1906.  
Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.  
For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MARSEIL-  
LES, LONDON, HAVRE,  
BORDEAUX, MEDITERRANEAN AND BLACK  
SEA PORTS.

The S.S. "ARMAND BEHIC,"  
Captain Barillon, will be despatched for MAR-  
SEILLES on TUESDAY, the 7th August,  
at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—  
S.S. *ERNEST SIMONS* ..... 21st August.  
S.S. *CALEDONNIEN* ..... 4th September.  
S.S. *POLYNESIEN* ..... 18th September.  
S.S. *SALAZIE* ..... 2nd October.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 25th July, 1906.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Shawmut</i>	9,606	E. V. Roberts	27th July
<i>Tremont</i>	9,606	T. W. Garlick	22nd Aug.
<i>Lyra</i>	4,417	G. V. Williams	

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 3rd July, 1906.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.  
Steamship  
"ATHOLL"  
For Freight and further information, apply  
to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 25th July, 1906.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars  
and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Corsets,  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Agent.  
Hongkong, 22nd April, 1892.

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE &amp; SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

\$22.50

20.00

16.75

WHISKY, FINE MALT

JOHN WALKER &amp; SONS' OLD HIGHLAND

C. P. &amp; CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN &amp; CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE &amp; CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

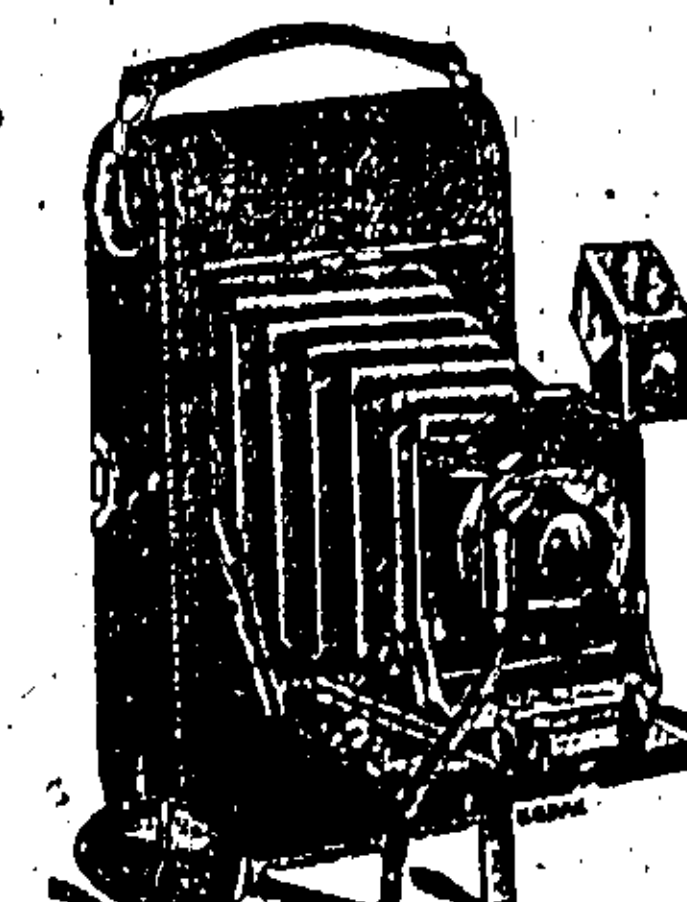
&amp;c., &amp;c., &amp;c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.  
Hongkong, 16th May, 1905

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected 'at noon'; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$25	\$1,000,000 \$9,500,000 \$250,000 \$227,355 \$150,000	\$1,699,777	\$1 15/- div. and 1/2 bonus @ ex. 2/10/16 =\$26.87 for 2nd half-year 1905	1 1/2 %	\$840 buyers London 492 \$47 cum call sb.
National Bank of China, Limited	99,925	£7	£6		\$74,699	\$2 (London 3/6) for 1903		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$340
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$311,131 \$1,153,844 \$609,279 \$80,000 \$61,727 \$15,000 \$1,000,000	\$270,271	Interim div. of 1/3 for 1905	4 1/2 %	1810 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$161,728 \$15,527 \$1,000,000 \$229,288 \$23,616 \$1,220,928	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	1175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20		\$344,058	\$6 for 1904	6 1/2 %	189 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904	7 1/2 %	\$317 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,038 \$88,941 \$250,000	\$6,563	\$14 for 1905	7 1/2 %	\$20 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$250,000 \$600,000 \$154,331 \$150,000 \$180,000 \$13,999	Nil.	\$34 for year ended 30.6.1905	8 %	\$45
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$154,331 \$150,000 \$180,000 \$13,999	\$21,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$280,918 \$3,999	£24.2	10/- @ ex. 2/1 9/16 = \$1.09	6 1/2 %	\$70 ex div.
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 7,000 Tls. 400,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 34 for 1905	8 %	Tls. 62 sellers Tls. 52 sales
Do. (Preference)	100,000	£1	£1	\$4,144 \$6,000	107,815	1/- (Coupon No. 6) for 1905	4 1/2 %	276
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$37,957 Tls. 370,479 Tls. 48,000 Tls. 81,200	\$218	{ \$1.50 \$0.75 } for year ending 30.4.1906	{ 5 1/2 % 3 1/2 % }	\$29 \$21
"Star" Ferry Company, Limited	10,000	\$10	\$5					
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50		Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	7,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	17 1/2 %	\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1897		\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04		Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
South Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	£25	£25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	\$50,000 \$65,160 \$20,000	\$20,040	Final of \$31 making \$6 for 1905	5 1/2 %	\$166
Long and Whampoa Dock Company, Ltd.	10,000	£50	£50	\$40,500	\$162,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$155
New Amoy Dock Company, Limited	10,000	£50	£50	\$38,000	\$2,221	\$1 for 1905	6 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	57,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 93 ex div.
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 57,065 Tls. 30,000	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 %	Tls. 230 sales
Yangtze Wharf and Godown Company, Limited	5,500	Tls. 100	Tls. 100		Tls. 5,668	Tls. 78 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 100
Star House Hotel Company, Limited (Shanghai)	7,000	£25	£25	\$14,516	\$9,028	\$24 for year ended 30.6.1905	7 1/2 %	\$24 buyers
Central Stores, Limited	6,000	\$15	\$15		\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	none		None		\$154 sales
Do. (Founders')	123	\$15	\$15			None		\$300 buyers
Hongkong Hotel Company, Limited	7,000	\$50	\$50	\$648,925 \$24,071	1619	\$5 for second half-year making \$10 for 1905	8 %	\$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100		\$67,850	Final of \$31 making \$7 for 1905	6 %	\$115
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	14 1/2 %	Tls. 17 sellers
Hotel Metropole Company, Limited	7,000	\$100	\$100	Tls. 20,783	\$4,699	Final of \$6 making \$10	10 %	\$100
Empire Estate & Finance Company, Limited	110,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 1/2 %	\$114
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$24 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. b.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$142
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 70 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898		Tls. 60 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	10 1/2 %	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	8 1/2 %	185 sales
Pell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	£814	\$1,097	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	Nil.	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Tls. 50,000	\$1 for 1904		18
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	9 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	18,000	\$1,681	80 cents for 1905	9 %	\$9 sales and b.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$164
Green Island Cement Company, Limited	150,000	\$10	\$10	\$410,000 \$500,000 \$160,000	\$52,291	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$28 1/2
Hall & Holtz, Limited	21,000	\$20	\$20		\$20,893	\$24 for year ending 28.2.06	11 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	\$1.00 50 cents } for 10 months ending 28.2.06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$1.5 for year ending 30.11.1904	6 1/2 %	\$335
Hongkong Ice Company, Limited	5,000	£25	£25	\$80,000	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Paper Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	11 %	\$9
Mitsubishi Navigation Co., Ltd. (Landbouwer)	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	second interim div. of Tls. 7 1/2 making Tls. 15 10 for a/c yr. ended 31.10.06	10 1/2 %	Tls. 217 1/2
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,374	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	(Interim dividend of Tls. 3) account	6 1/2 %	Tls. 130 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000	Tls. 9,751	1906 First year for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 4,800 Tls. 24,820 Tls. 25,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 145 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20		Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	7,200 7,900 6,000 20,000	£20 £20 £25 \$5	£20 £20 £25 \$5	Tls. 190,000 Tls. 37,000 none none	Tls. 85,592 Dr. \$41,934 \$1,134	Final of 37/6 making 52/6 for 1905/6 None 50 cents for year ended 31.5.05		Tls. 365 sales Tls. 280 sellers \$20 \$6
Shanghai Morning Post, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Steam Laundry Company, Limited	9,900	\$10	\$10	\$22,000	\$551	{ 80 cents \$19.80 } for year ended 31.5.1905	{ 9 % 11 % }	\$9 \$180
Hensin Waterworks Company, Limited	100	\$10	\$10	\$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
United Asbestos Oriental Agency, Limited	90,000	\$10	\$10			Interim div. of 50 cts. for the year 1905/6	9 1/2 %	\$10 1/2
Do. (Founders')								
Watson, (A. S.) & Co., Limited	15,000	\$10	\$10		\$4,500			
William Powell, Limited								
DIVIDENDS PAYABLE								
Hongkong Land Investment Co., Ltd.								\$31 25th July
West Point Building Co., Ltd.								\$2 do.
Shanghai Waterworks Co., Ltd.								15/- 27th July
Hongkong Ice Co., Ltd. (new)								3/- do.
Hongkong Pulp and Paper Co., Ltd.								3/- 2nd August
								Tls. 5 6th August